

Elisha J Duke Stage Line

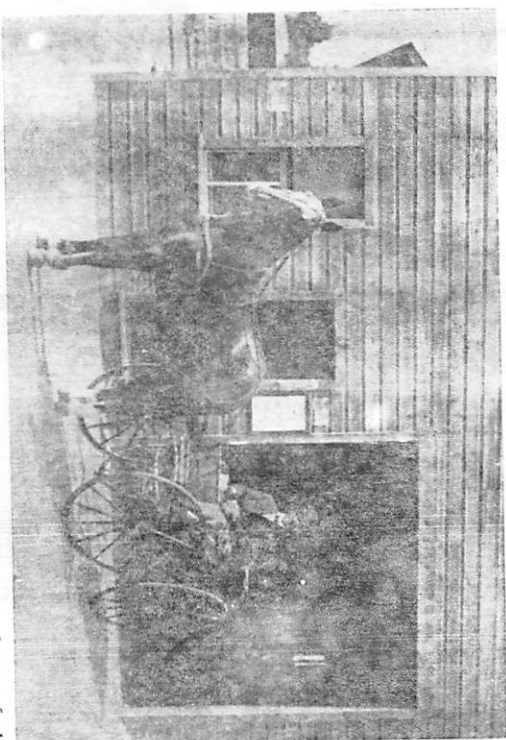
Stage Lines
Search P 219 ~~1-33~~ for E J. Duke Station

Abran C Hatch

John H Luke

CHECKS	LIST SINGLY	DOLLARS	CENTS
1			
2			
3	Copay		
4			
5	Abram		
6	Hatch		
7	2 FGS		
8			
9	2 Hones		
10			
11	from		
12	John		
13			
14	Survey		
15			
16			
17			
18			
19			
TOTAL			

ENTER TOTAL ON THE FRONT OF THIS TICKET



The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

son, Andrew Mair, Jr., John Forman, Robert Montgomery, Byron Pierce, LaMar Watkins, Frank Murdock, Carl G. Anderson and Tom Parry. One other member of the trade, blacksmith Andrew Anderson, presented a paradox in that his specialty was watch repairing. He fixed the intricate mechanisms right along with his blacksmith work, though he never did any horse shoeing.

The one event that could be singled out as having the most profound effect on Heber business took place in 1862 when an individual named Ben Holliday agreed with the U. S. government to carry mail by stage coach from St. Joseph, Missouri to Sacramento, California. Salt Lake City became a hub in this operation, and branch lines were soon extended to towns and mining camps in southern Utah, Idaho, Nevada and Montana. It was necessary that the stage line change horses every ten or twelve miles, and so stations were set up to keep supplies of hay and grain on hand.

In 1863, John Witt of Heber was given a contract to supply oats to the stations as far east as Green River. With this contract, Mr. Witt was able to bring considerable amounts of money into the valley, and the old system of exchanging goods and bartering began to wane. With the money now coming into the community, business began to pick up and new firms were established.

TRANSPORTATION

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.

MAYORS OF HEBER CITY



H. Clay Cummings



L. C. Montgomery



Harold Stevens



Ralph F. Giles



Joseph Hylton



Maron R. Hiatt



Raymond N. Jacoletti

equipment available to them, but it was limited in many ways. In 1888, about a year before Heber was organized as a township, William Buys, Wasatch County surveyor, checked the city and found it was "crooked."

His field notes record an entry on June 12, 1888 as follows:

"Made a preliminary survey of Main Street and the street running East and West North of Public Square known as Bk. 90.

"Find that the streets do not run at right angles.

"Also that the blocks by actual measurement overrun."

Laban Hylton & Joseph Hylton